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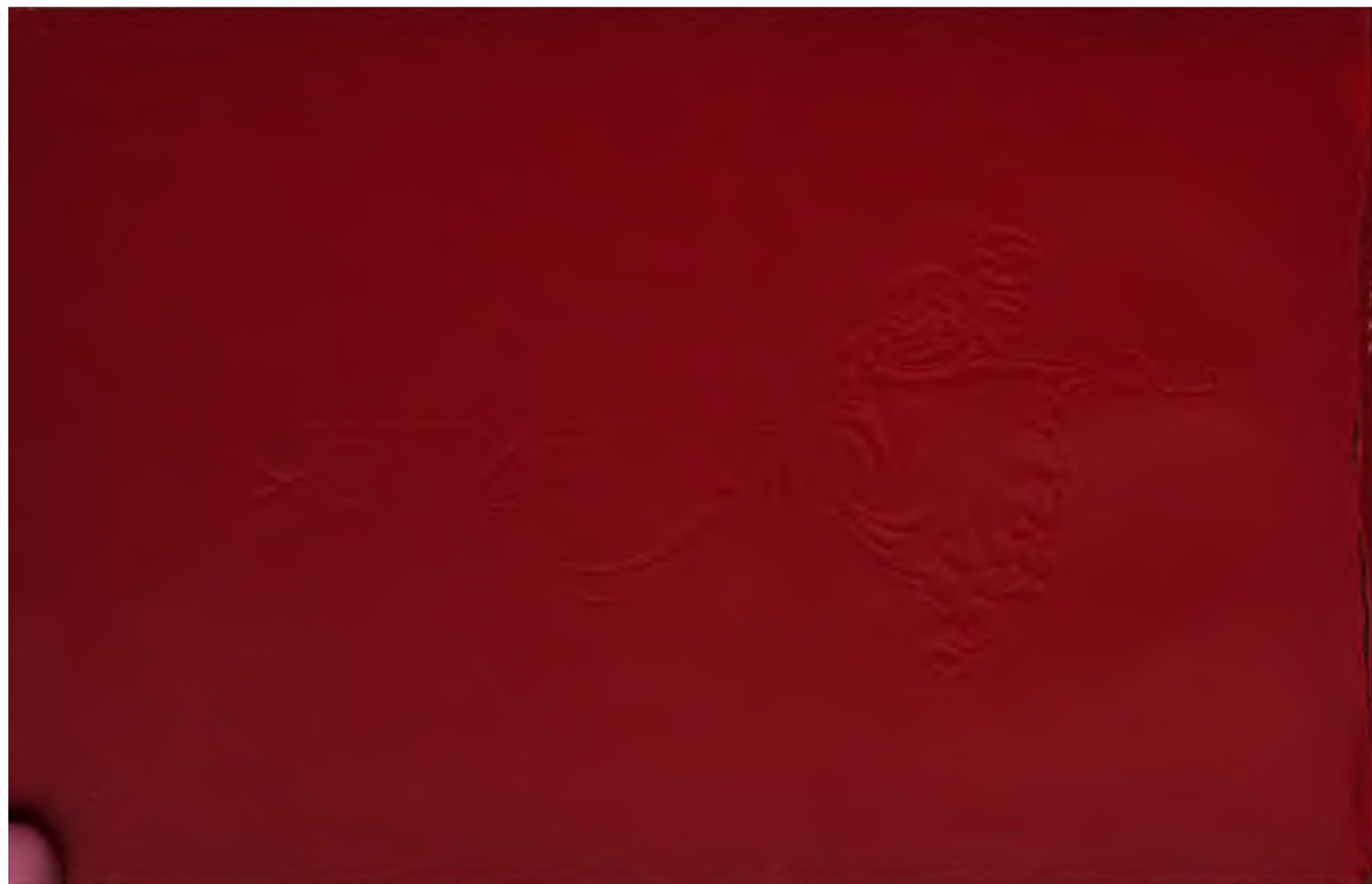
**THE  
GEORGE A. PARKER  
COLLECTION  
OF  
PARK REPORTS**





A large, ornate decorative cross is centered on the page. The cross is composed of a vertical bar and a horizontal bar, both featuring intricate floral and foliate patterns. The vertical bar has a central rectangular section with a repeating floral motif. The horizontal bar is wider and also features floral patterns, with a large, stylized 'W' integrated into its left side. The 'W' is highly decorative, with elaborate scrollwork and floral elements. The word 'WORCESTER' is written in a serif font across the horizontal bar of the cross, positioned to the right of the 'W'. The entire design is rendered in a dark, possibly black or dark green, color against a light background.

WORCESTER



0  
*Fifty Glimpses of*

# *WORCESTER*

*and Lake Quinsigamond*

*With a Description of the*

*Trolley Rides by the Consolidated and Connections*

*An Up-to-Date Booklet for the Visitor, the Resident, and for Transmission  
to show something of Worcester, the Most Rapidly Growing  
City in New England.*



*Worcester, Mass.*

*ROBERT A. REID, Publisher*

*1900*

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1900



# THE CITY OF WORCESTER



BY HERBERT RANSFORD CUMMINGS.



Photo by Schervée.

HON. RUFUS B. DODGE, Jr.,  
Mayor of Worcester.

settlement by the white man was made in 1664, when the hardy and adventurous men of that time, who had seen its superior advantages, came here, and the land, then known as "Qnaansigamod Plantation," was purchased from the resident tribes of Indians, for an insignificant sum, in 1674. Ten years later, in 1684, by order of the General Court, it was

The City of Worcester, the shire-town of Worcester County, Massachusetts, is the second city in size in the state, and the third in New England, having a population, as shown by the census just being completed, of not far from 118,000, as near as can be ascertained at this time. This is even more than has been estimated it would count up, and proves that the city is growing faster than was supposed. Geographically situated nearly in the centre of the most populous part of the state, it has been commonly spoken of as the "Heart of the Commonwealth," and it has in many ways become fully entitled to this name. Its first

named Worcester. Its early settlement was attended with many dangers and hardships, the Indians keeping up a constant warfare, and it was not until 1713, that the final undisturbed settlement was made, and the inhabitants began to increase.

It grew slowly for many years, but it was incorporated as a town on June 14th, 1722, and its growth still continued slowly, there being but 2411 population in 1800. The people aspired to the dignity of becoming a city, and it was incorporated as such, February 22, 1848. At that time, it had some less than 13,000 inhabitants, and its growth continued slow and conservative for many years after, until the advent of the steam railway had demonstrated that by location, it was naturally destined to become a great manufacturing and commercial centre, and it began to grow. The more recent and wonderful development of electrical railroads has made it the city of 118,000, with an additional tributary and easily available suburban population surrounding it, of more than 275,000, at the opening of the Twentieth Century.

While Worcester is by nature a suburban, and truly inland city, being about 44 miles from the nearest points of tide-water, Boston, Fall River and Providence, and is in the midst of an agricultural region, it has won a world-wide reputation for its mechanical products, greater than any other city. It is a healthy city, being nestled at an average altitude above the sea level of over 500 feet, amongst a group of beautiful hills. Having plenty of room, its residential districts are beautiful, having wide shaded streets, and the resi-

dences set well back on handsome and well kept grounds. With the true spirit of democracy arising from the fact that



Hon. GEORGE F. HOAR,  
United States Senator.

it is largely a city of men who own their own homes; those of the mechanic and the more moneyed merchant or successful manufacturer perhaps occupying adjacent grounds, there is no distinctively drawn social line, or exclusive wealthy residential parts of the city, as each has been equally identified with its progress. Throughout the city and its rapidly growing environs there are many handsome residences and homes, owned by all classes. Of course, in the business and manufacturing districts, the ever increasing value of land is enforcing a more compact growth, and the higher elevation of the business blocks.

In speaking of its suburban beauty, the system of public parks should be mentioned.

Under the supervision of an able Parks Commission, the city has laid out in different sections, eleven parks, with a total of nearly 500 acres. These parks are being gradually developed and made beautiful, and several of them are even now, by their endowment by nature, and by the hand of man, such as to win praise from all over the country. Those that have been most highly developed at this time are Elm and Newton Hill parks on the "west side;" Institute park at the North End; University park at the South End; and Lake park, on the shore of Lake Quinsigamond.

The city has a fine water system, with a supply abundant enough to care for its rapid and future growth; is admirably adapted by its purity, for all manufacturing purposes, and is furnished to large users at a low cost. It also has an elaborate double system of sewerage, which passes through a successful method of purification; and its other necessities as a residential city, its educational advantages, churches, etc., are in the first rank.

From its early settlement, and its intense loyalty in the various epochs of disturbances, previous to, and during the Revolution, it is rich in historical matter, and has within its borders many places of interest. Perhaps most important among these is a bronze plate on the steps leading to the City Hall, marking, as near as possible, the spot where was read for the first time on Massachusetts soil, the "Declaration of Independence," the great document of freedom being read from the porch of the old South Church, which stood on this site, while the messenger, on his way to Boston, stopped to change horses.

The city in general has been spoken of, and we now come to that which has made it what it is, and given it its world-wide reputation,—its manufactures. It was early destined to be a manufacturing place, and it has by process of "evolution," it may be said, gradually developed a higher genius in this line, until today, if anything is wanted that is built right, or if not built, if a machine is needed to do some new work, Worcester is the place, and its mechanics the men first visited. This development has been concisely given by the Board of Trade report as due to four causes: The introduction of steam power; the building of railroads; the facilities afforded to men with small means to begin business; and the character of the people.

Some idea of the great diversity of manufacturing carried on in the city may be had when it is said that nearly 1400 industries are actively engaged, using an invested capital of over \$26,500,000, and producing over \$50,000,000 annually. To give a list would be impossible in these pages, but almost

every conceivable article needed in the arts, sciences, agriculture and manufactures is made here, and the number employed rank from the single individual manufacturer to the wire mills employing over 5000. It is always a matter of pleasure, and of pardonable pride, when the Worcester resident, whether in foreign lands, or in strange parts of our own country, sees the well known words "made in Worcester, Mass.," on the engines, cotton, woolen, or paper making machinery, agricultural implements, musical instruments, etc., that he is being shown by his host.

Having such an amount of manufactures, it is evident that good facilities for transportation are requisite, and as a shipping centre, Worcester, although an inland city, has advantages possessed by few cities. Four great railroad corporations enter here, which with their extensive freight yards and trackage here, and through their terminal facilities elsewhere, provide unusual opportunities for the receipt of raw materials and coal, and the foreign shipment of manufactured products. These roads also provide adequately for the passenger traffic, nearly two hundred trains entering and leaving the Union Station daily for all parts of the state and country. The city has recently been made a port of entry, and a resident customs official appointed, a matter of inestimable value to its many importers, who can now transact such business at home.

Any city that has been built up by the industry and success of its artisans must of necessity be possessed of good educational advantages, and it can well be said that Worcester has an especial pride in the reputation it has won as an educational centre. In addition to its large public school department, the summits of most of the big hills around the city are crowned with an institution devoted to the higher education of all classes, and in all the professions. Its numerous public school buildings are models, constructed upon the most modern and improved plans of architecture and sanitation, and provide for more than 20,000 children.

The city has always provided most liberally for the schools, and its system has a national reputation, as it includes kindergartens, manual training and domestic science, in addition to the elementary instruction.

Of the higher institutions, Clark University, founded by the late Jonas G. Clark, was opened in 1889, and it is devoted to post-graduate work of the very highest character.

The Worcester Polytechnic Institute, opened in 1868, is a college of engineering, and was the first of its kind in this country to establish workshops in connection with the course of studies. Its graduates, over 850, are to be found occupying responsible positions in all parts of the world.

The College of the Holy Cross, the oldest Catholic college in New England, was founded in 1843, and is a college of high repute, having a widespread influence, and its alumni occupy prominent places in all paths of life in the country.

The Worcester Academy, a college preparatory school, has become one of the leading institutions of its kind, and has very fine and extensive buildings, fully equipped for its work.

Other institutions of learning are the State Normal School, established in 1874, for the training of school teachers; the Highland Military Academy, and lastly the Oread



LORING COES.  
The Oldest Pioneer Manufacturer in  
Worcester now actively engaged  
in business (88 years).

Institute for the teaching of domestic science, opened in 1899, its students representing thirty-three states of the Union.

Thus it will be seen that Worcester is well provided with educational advantages such as are found in but few cities.

In closing this necessarily condensed sketch of Worcester, its population, educational and other advantages, which combined with its greatly diversified manufacturing industries, have given it its growth and reputation, some few statistics may be of interest. Regarding its population in the future, it is reasonable to anticipate it will continue in the same steady manner, and reach 150,000 or more in the next ten years, and over 200,000 before the end of the next twenty years.

As a city it is financially solid, and while the expenditures have been heavy, and the increase of debt large, the money has all been judiciously expended for necessary and permanent improvements. The total valuation of property owned by the city is over \$12,500,000, and the net debt \$5,210,264.50.

The assessors' valuation of taxable property for the year 1899 was \$112,376,099, and during the past thirty years, the tax-rate has fluctuated from \$14.60, the lowest, in 1891, to \$18.00, the highest, in 1886.

Its water service is excellent, there being two systems—"low pressure," with 70 lbs. per square inch pressure, and "high service," with 150 lbs. pressure, shown at the water department in City Hall. This, with its fine fire department, give the best of protection to property, and a low rate of insurance.

The system of sewerage has over 140 miles of sewers for sewage and storm water, and in its construction considerably

over \$4,000,000 has been expended, while much is required for its maintenance. This assures a healthy condition, and a comparatively low mortality.

There are over 190 miles of public streets, of which over 30 miles are macadamized and 14 paved. These streets are well lighted by nearly 700 arc lights and over 400 gas lights. Its other municipal departments are in same proportion, and each is liberally provided for in the annual appropriations. Its great diversity of manufactures and products has been elsewhere spoken of, and one great result of this wide diversity has been shown, in the past, that general business is good most of the time. When one or two industries are depressed, others are flourishing, so that but few mechanics are at any one time unemployed. One good test of this even tide of business is to be found in the volume of clearing-house transactions, which in 1888 was \$52,070,112, and in 1899, \$77,991,321.

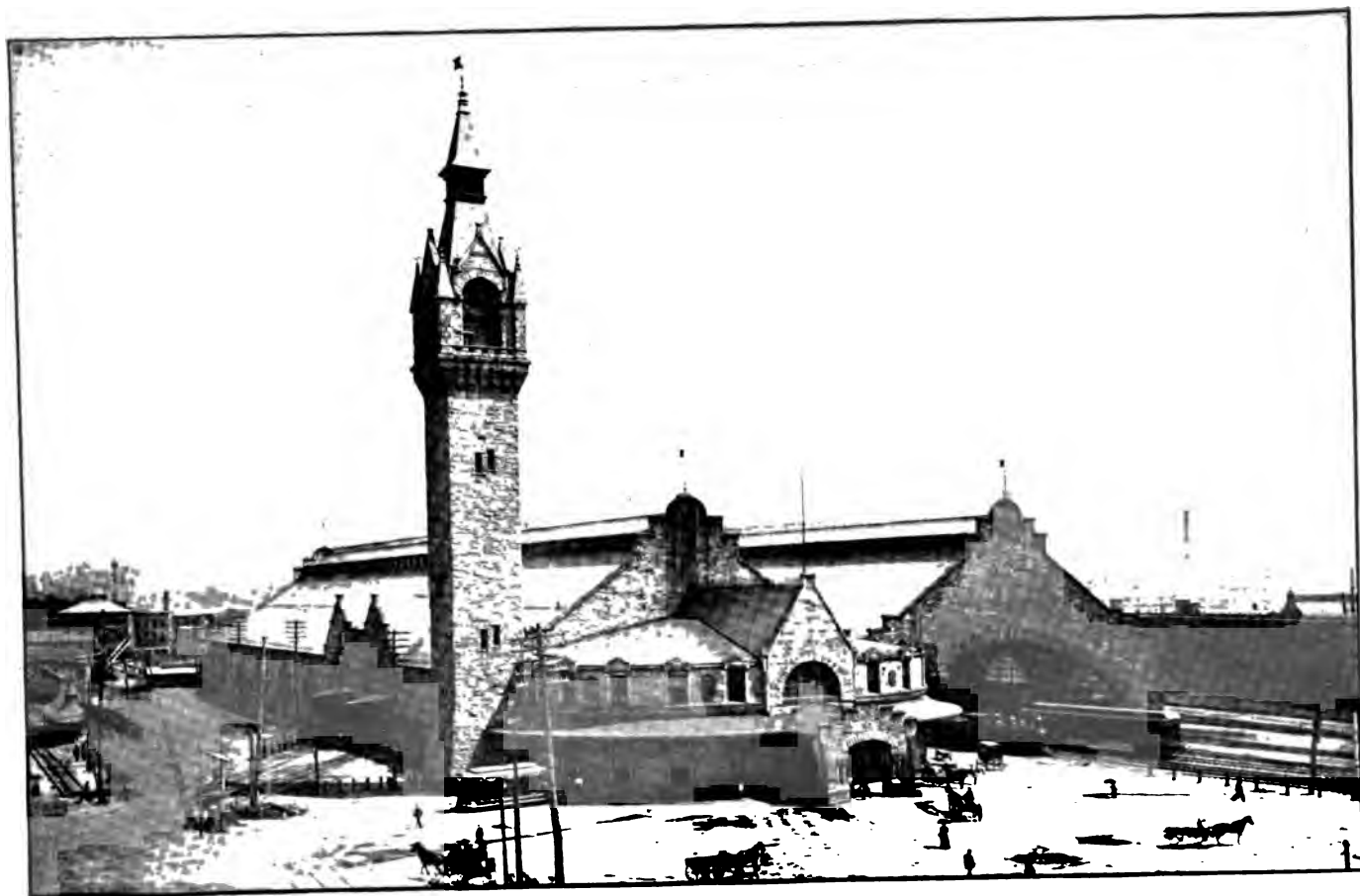
With such advantages as are certain to be found in Worcester, it is not surprising that new industries are constantly being located here, for, especially in experimental work and producing new articles, here are to be found the men possessed of the mechanical and inventive genius so often necessary. There are many good locations where factories can be built, with close railroad facilities if needed, and if any information is needed by strangers wishing to locate, they can obtain any information by making application to the active Board of Trade, which is at all times possessed of knowledge upon all points relative to such matters.





CITY HALL.





UNION STATION.





MAIN STREET, SOUTH FROM FRONT.





MAIN STREET, NORTH FROM FRONT.



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FRONT STREET, FROM MAIN.





BIRD'S-EYE VIEW OF PART OF BUSINESS SECTION NORTH FROM CITY HALL TOWER.



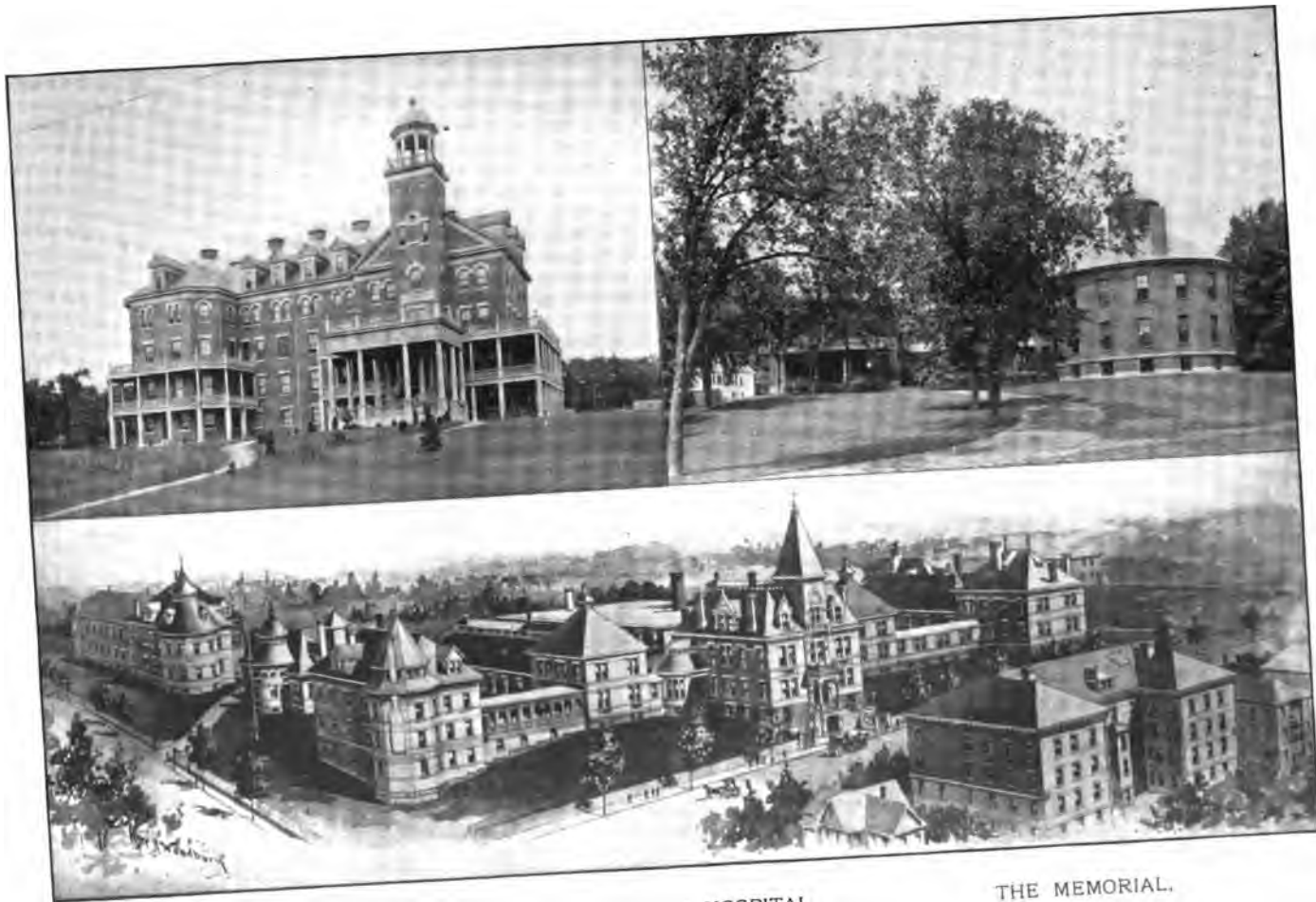


WORCESTER COUNTY COURT HOUSE.

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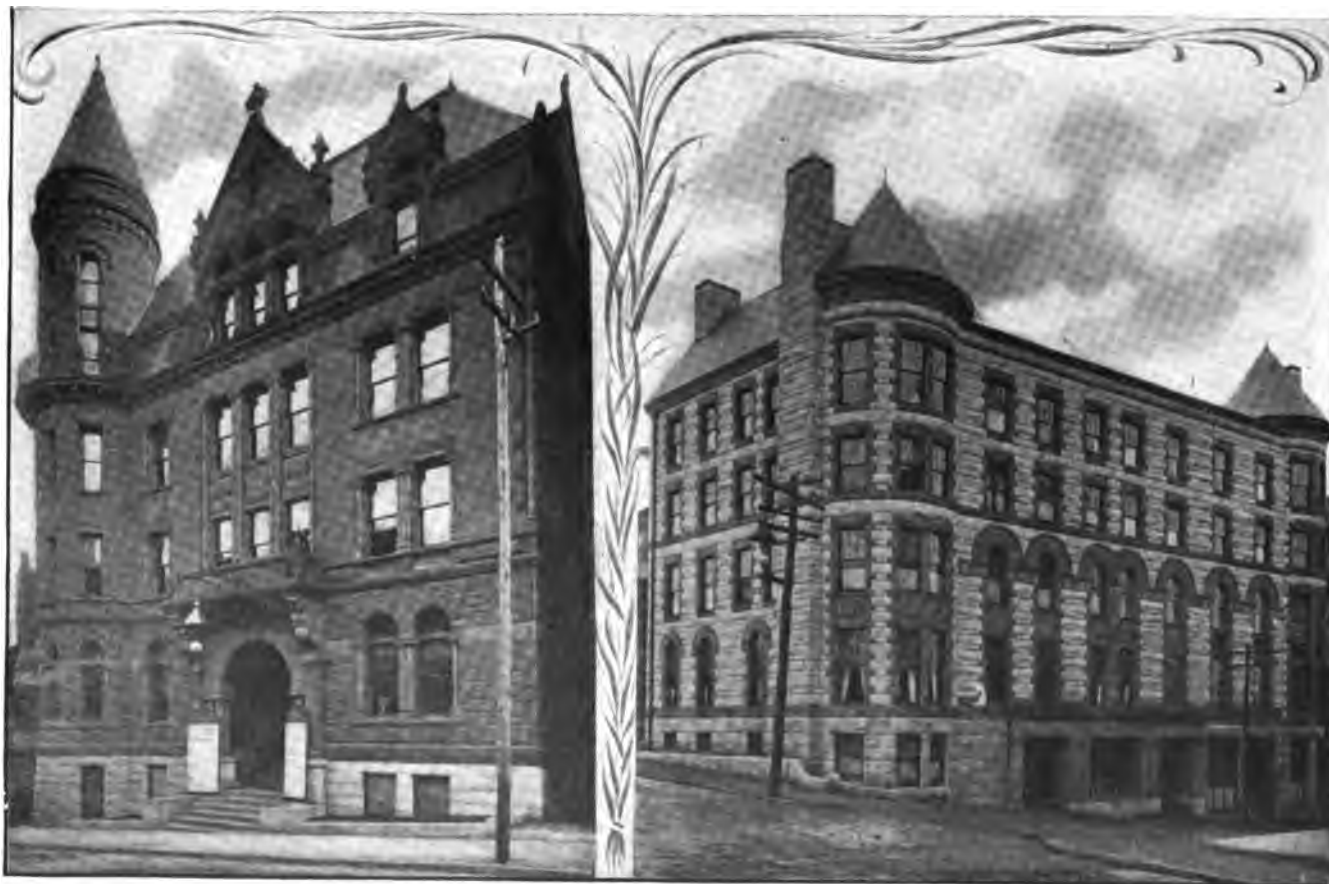


THE NEW ST. VINCENT'S.

THE CITY HOSPITAL.

THE MEMORIAL.





Y. M. C. A. BUILDING.

Y. W. C. A. BUILDING.





**BLOOMINGDALE STATION.  
PORTLAND STATION.**

**SOME OF FIRE DEPARTMENT BUILDINGS.  
HEADQUARTERS.**

**GREENDALE STATION.  
GRAFTON STREET STATION.**

1



THE AUDIENCE.

RUSTIC THEATRE AT LINCOLN PARK.

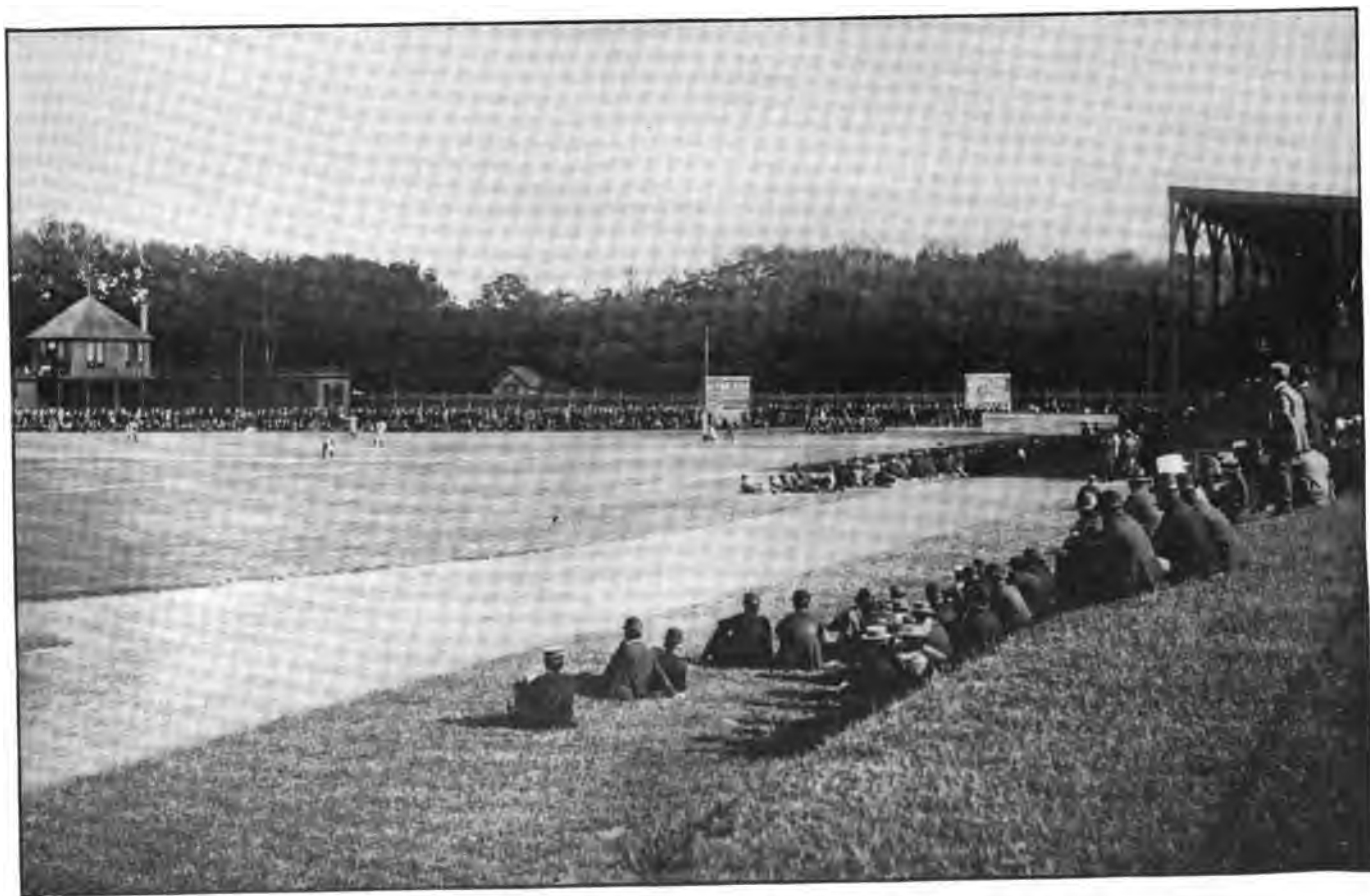
THE STAGE.





LAKE QUINSIGAMOND FROM LINCOLN PARK.





THE OVAL—HOME FIELD OF THE WORCESTER (LEAGUE) BASE BALL CLUB.





THE WORCESTER ART MUSEUM.





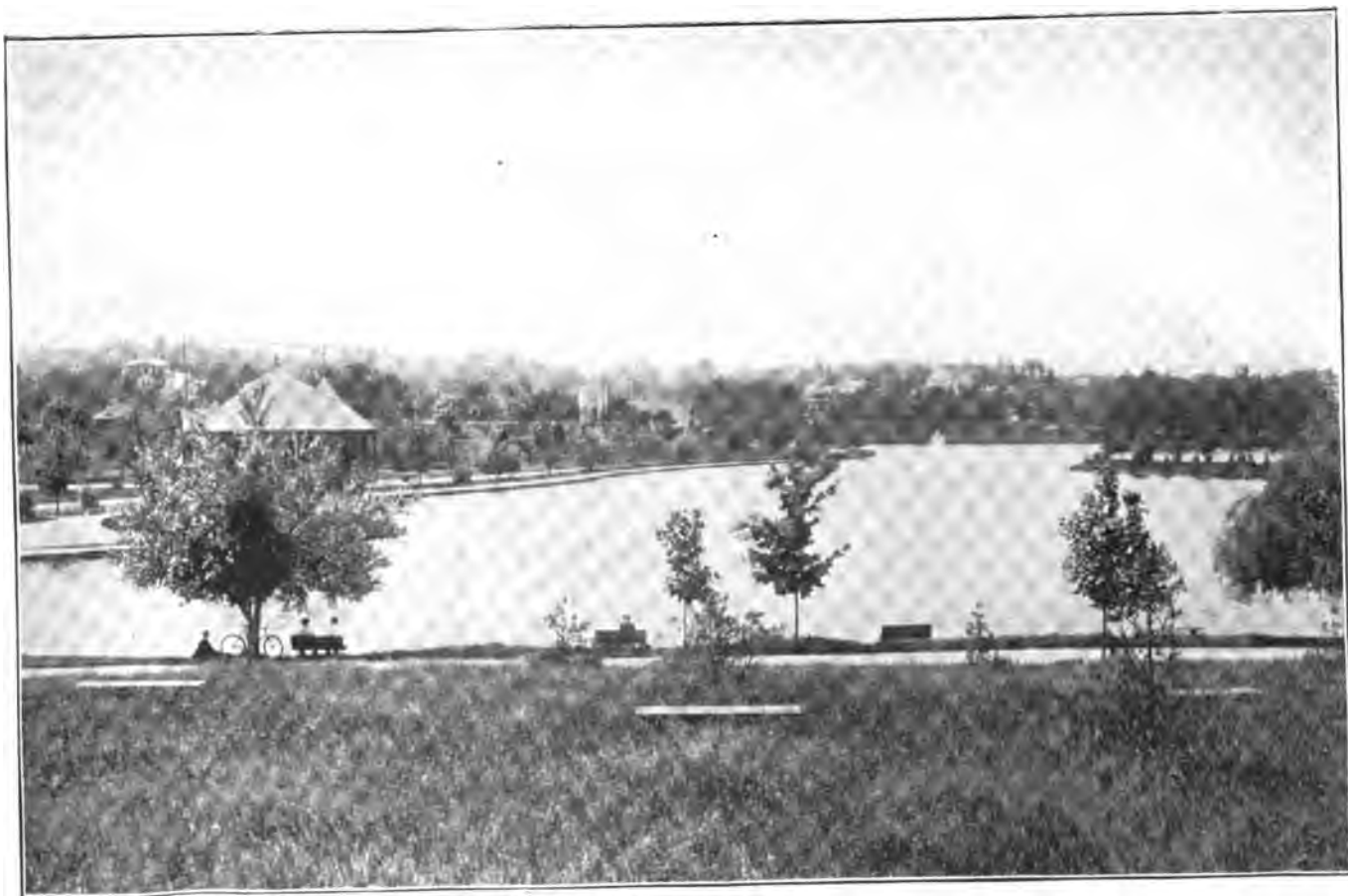
THE WORCESTER CLUB, ELM STREET.





THE COMMON — SOLDIERS' MONUMENT.





SALISBURY POND — INSTITUTE PARK.





JUNCTION OF SALISBURY AND GROVE STREETS—THE CENTRAL (Congregational) CHURCH.





MEADOWS AND HILLS FROM NEAR ODD FELLOWS' HOME.





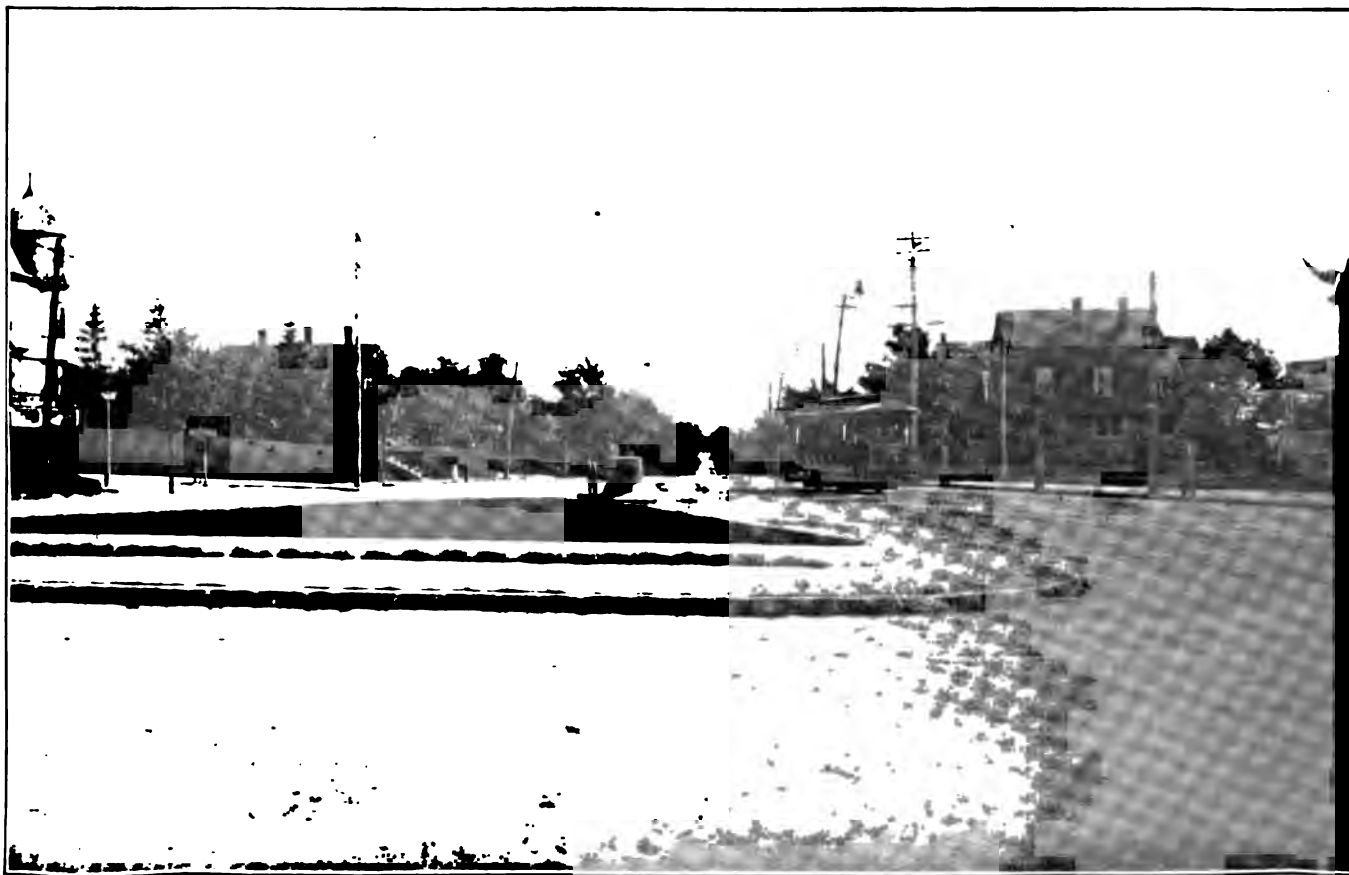
THE ODD FELLOWS' HOME.





WATER SCENE IN ELM PARK.





BRITTAN SQUARE.





WORCESTER INSANE HOSPITAL.





CLARK UNIVERSITY.





A RESIDENCE SECTION ON MAIN STREET, NEAR CLAREMONT.





LAWN SCENE ON MAIN STREET, NEAR HON. J. H. WALKER'S RESIDENCE.





SCENE NEAR WEBSTER SQUARE, NEW WORCESTER,—THE LORING COES RESIDENCE.





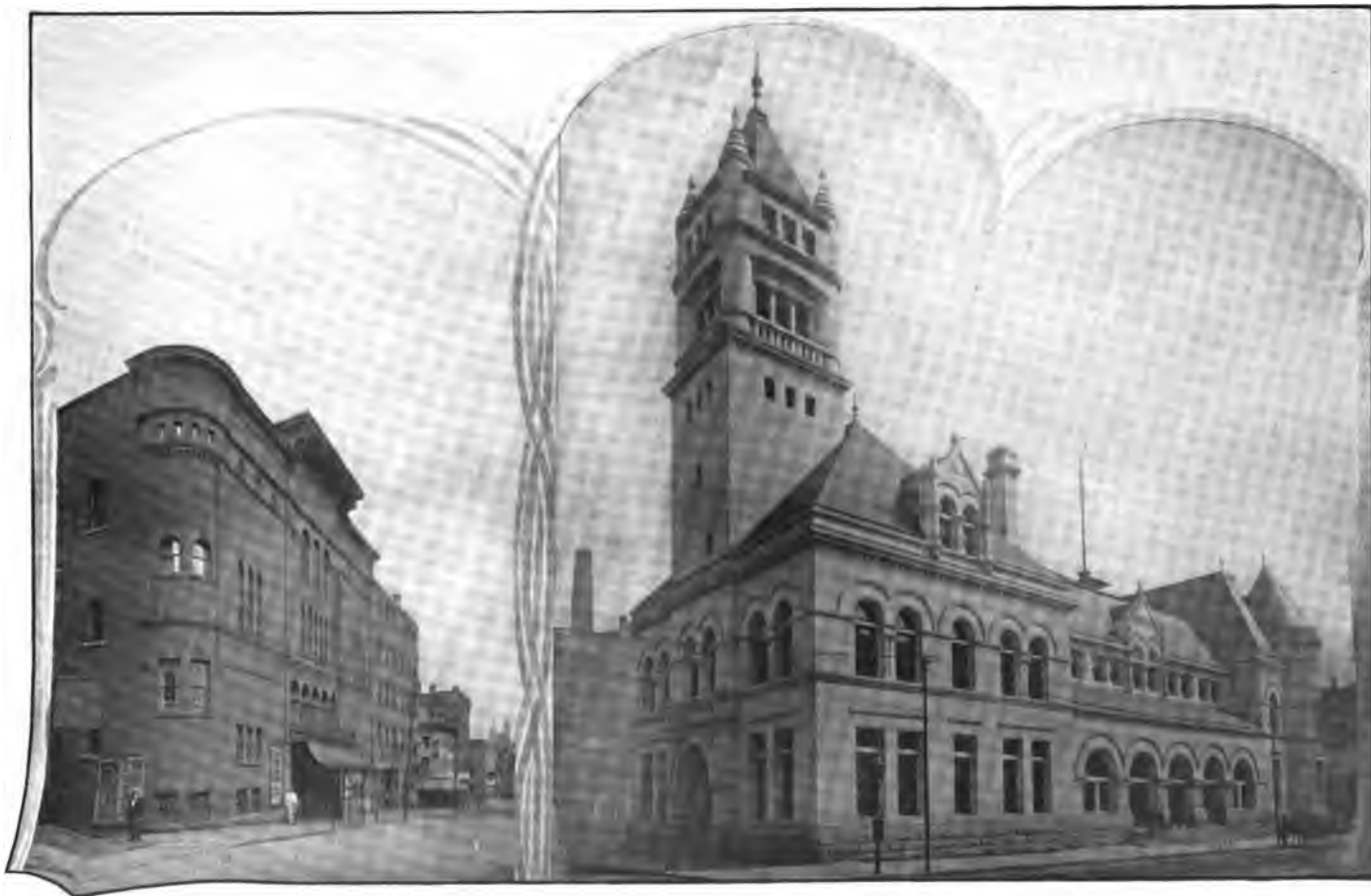
WEBSTER SQUARE, NEW WORCESTER.





THE ARMORY.





WORCESTER THEATRE.

THE POST-OFFICE.





HOLY CROSS COLLEGE.  
WORCESTER POLYTECHNIC INSTITUTE.





BAY STATE HOUSE, FOR 900 YEARS SITE OF AN INN.  
THE POLICE STATION.



OLD HISTORIC MECHANICS HALL.  
THE PUBLIC LIBRARY.





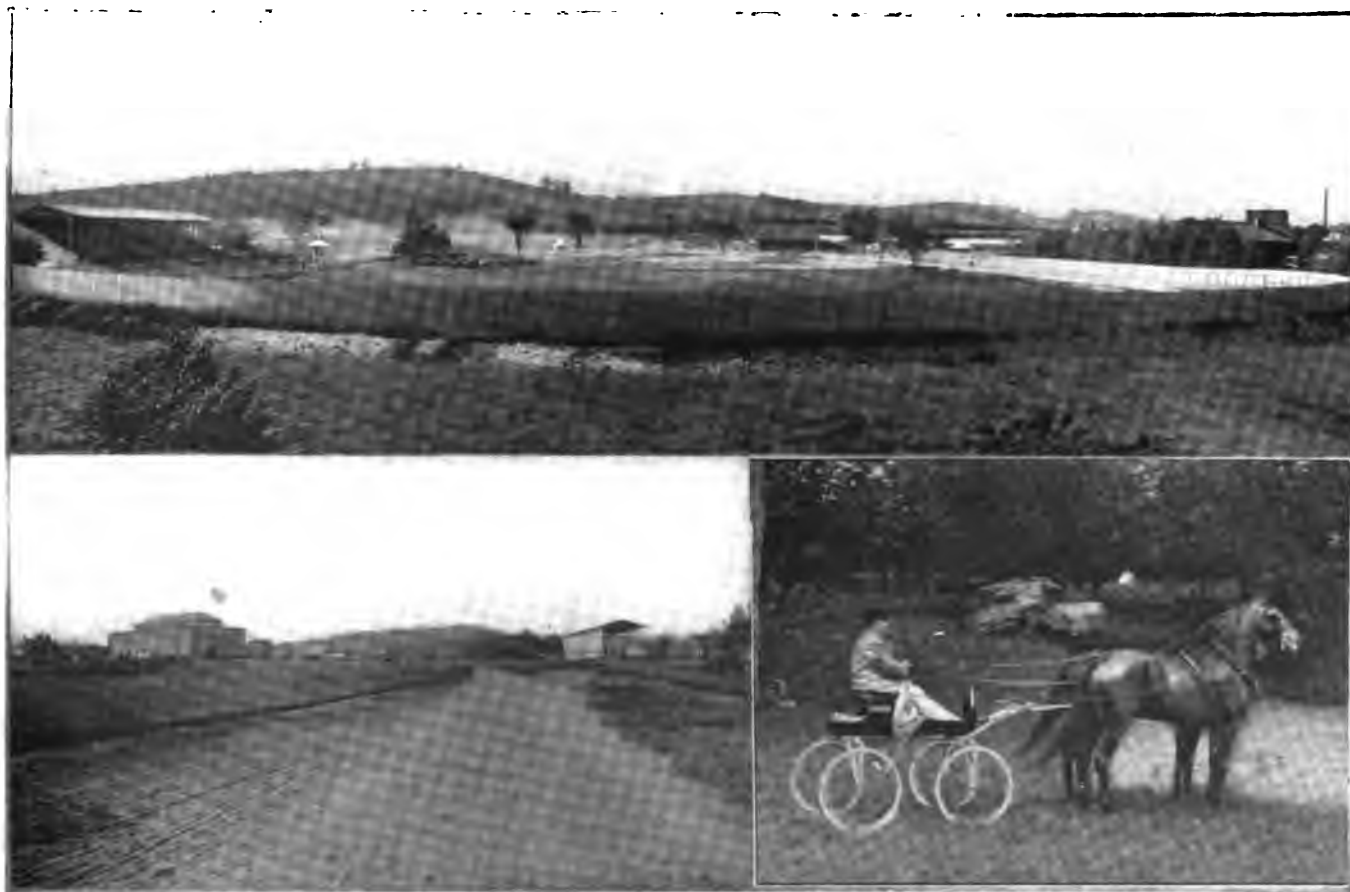


CLASSICAL HIGH SCHOOL.

THE NORMAL SCHOOL.  
NEW HIGH SCHOOL, RICHARDS STREET.

ENGLISH HIGH SCHOOL.





NEW RACE COURSE AT WORCESTER AGRICULTURAL SOCIETY GROUNDS.  
THE EXHIBITION GROUNDS.

A FAMOUS WORCESTER PAIR. E. S. PIERCE'S MAJOR WONDER, 2.09 3-4,  
AND UNCLE TOM, 2.14 3-4.

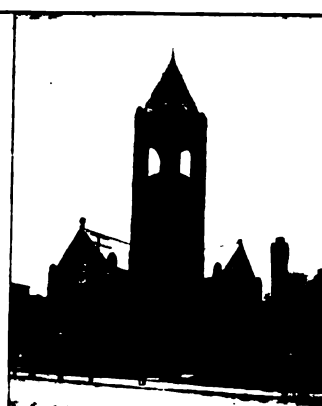




ST. MATTHEW'S CHURCH.  
PIEDMONT CHURCH

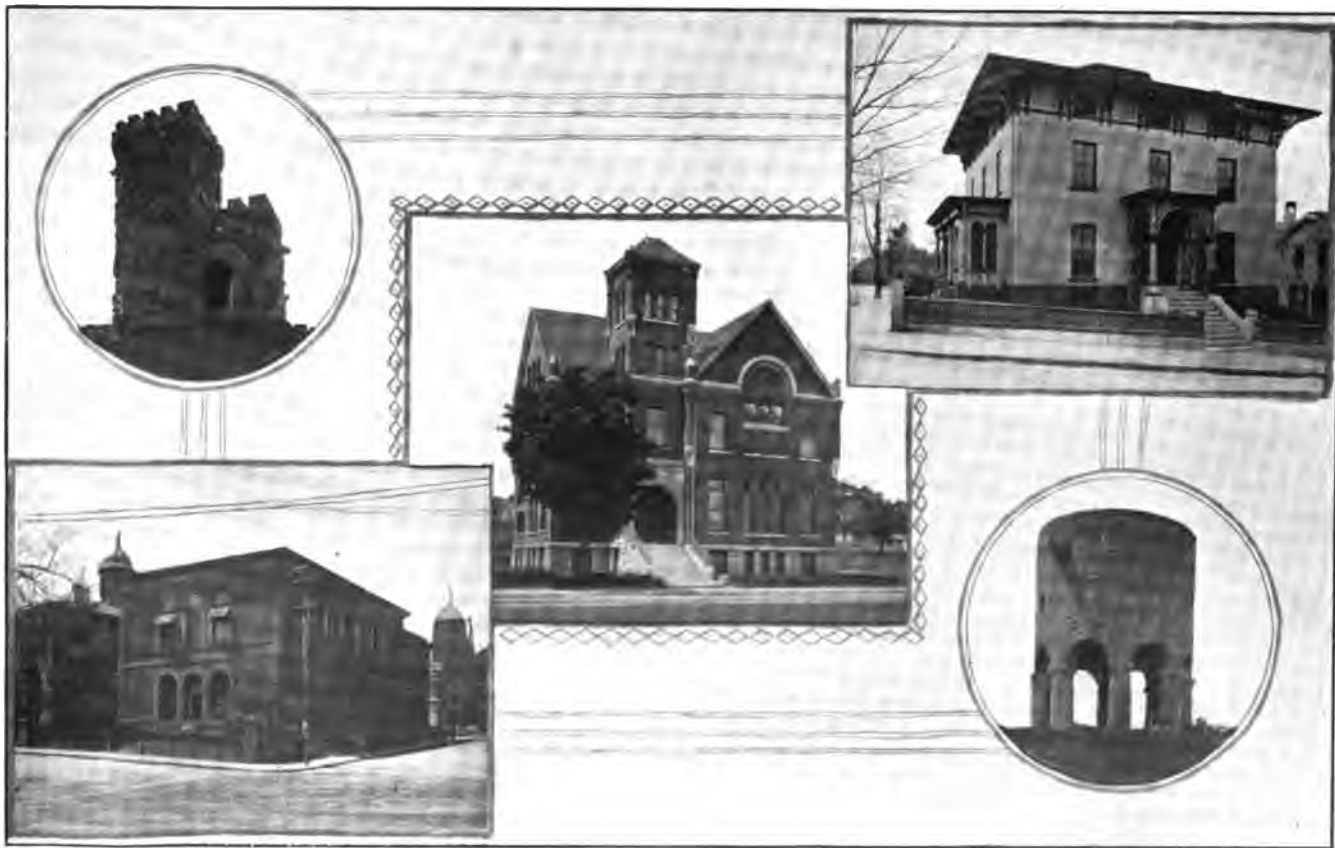


ST. PAUL'S (CATHOLIC) CHURCH.  
ST. PETER'S (CATHOLIC) CHURCH



PILGRIM CHURCH.  
PIEDMONT CHURCH





DAVIS TOWER, LAKE PARK.  
AMERICAN ANTIQUARIAN SOCIETY.

WORCESTER SOCIETY OF ANTIQUITY.

NATURAL HISTORY SOCIETY.  
OLD MILL, INSTITUTE PARK.





THE WORCESTER COUNTY JAIL





IN THE SHOPPING DISTRICT THE BOSTON STORE DENHOLM & MCKAY COMPANY





THE OLD SOUTH CHURCH.  
UNION CHURCH.

SWEDISH AND FIRST BAPTIST CHURCHES, SALEM SQUARE.  
ALL SAINTS.





THE NEW WHITTALL MANSION AT SOUTH WORCESTER.







THE GRAND ENTRANCE.

STATE MUTUAL LIFE ASSURANCE COMPANY BUILDING.

THE GRAND STAIRCASE.





ONE OF WORCESTER'S PRINCIPAL ARTERIES OF TRAFFIC—THE RAILROAD YARDS REAR OF UNION DEPOT.  
As seen from Bloomingdale Road.



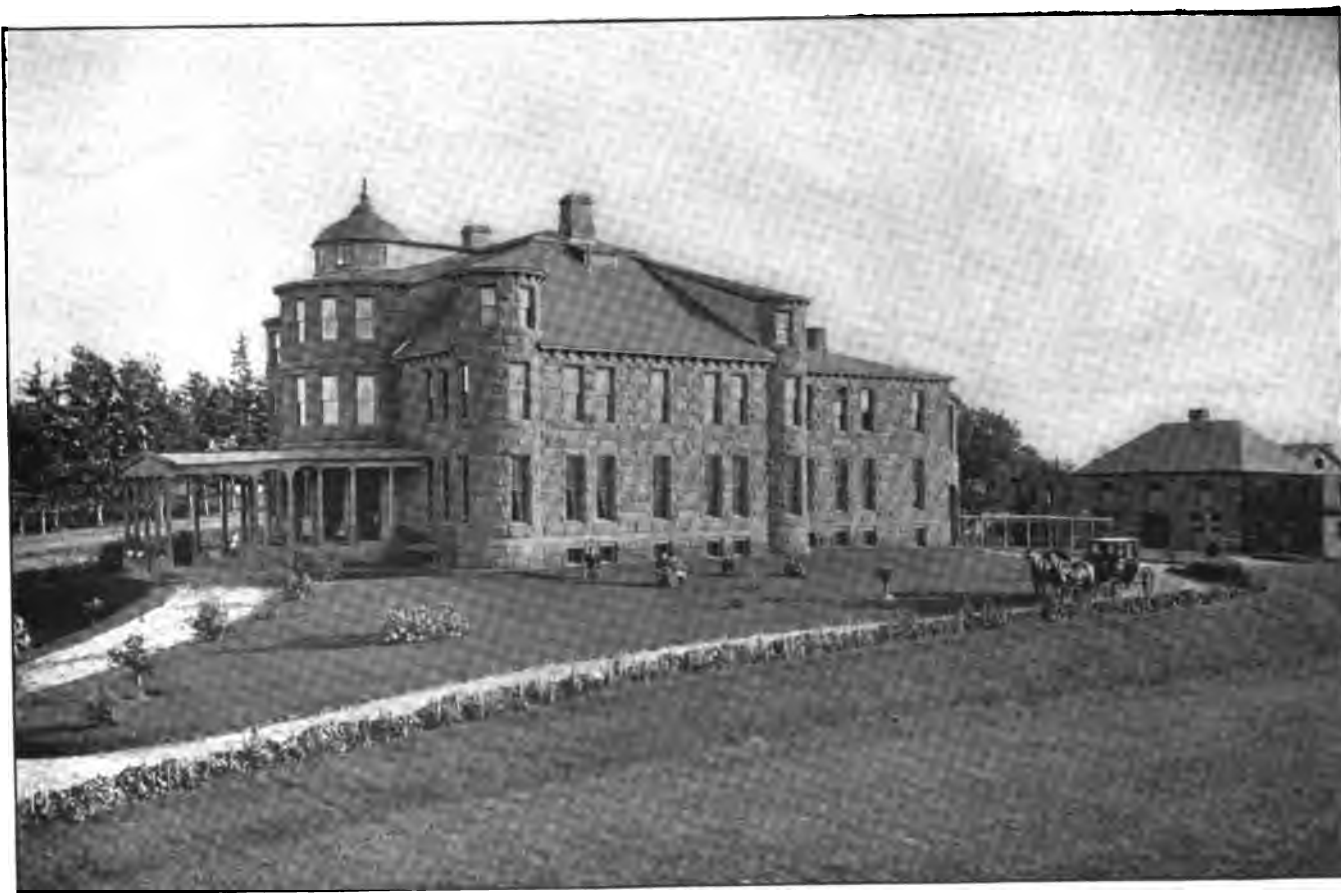


RESIDENCE OF CHAS. HENRY HUTCHINS.  
HANCOCK CLUB HOUSE—Old Salisbury Mansion.



A MAIN STREET MANSION.  
CITY RESIDENCE OF WM. JAS. HOGG, Elm Street.





ELEGANT AND COMMANDING RESIDENCE ON MAY STREET, "FAIRLAWN"—HOME OF J. A. NORCROSS.





THE POPULAR DRY GOODS SHOPPING STORE OPPOSITE CITY HALL--JOHN C. MacINNES COMPANY.



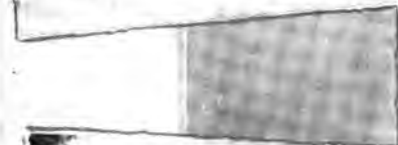


THE LAKESIDE.  
THE WASHINGTON.

CLUB HOUSES AT THE LAKE.  
THE FRONTENAC.

THE WAPITI.  
THE WACHUSETT.



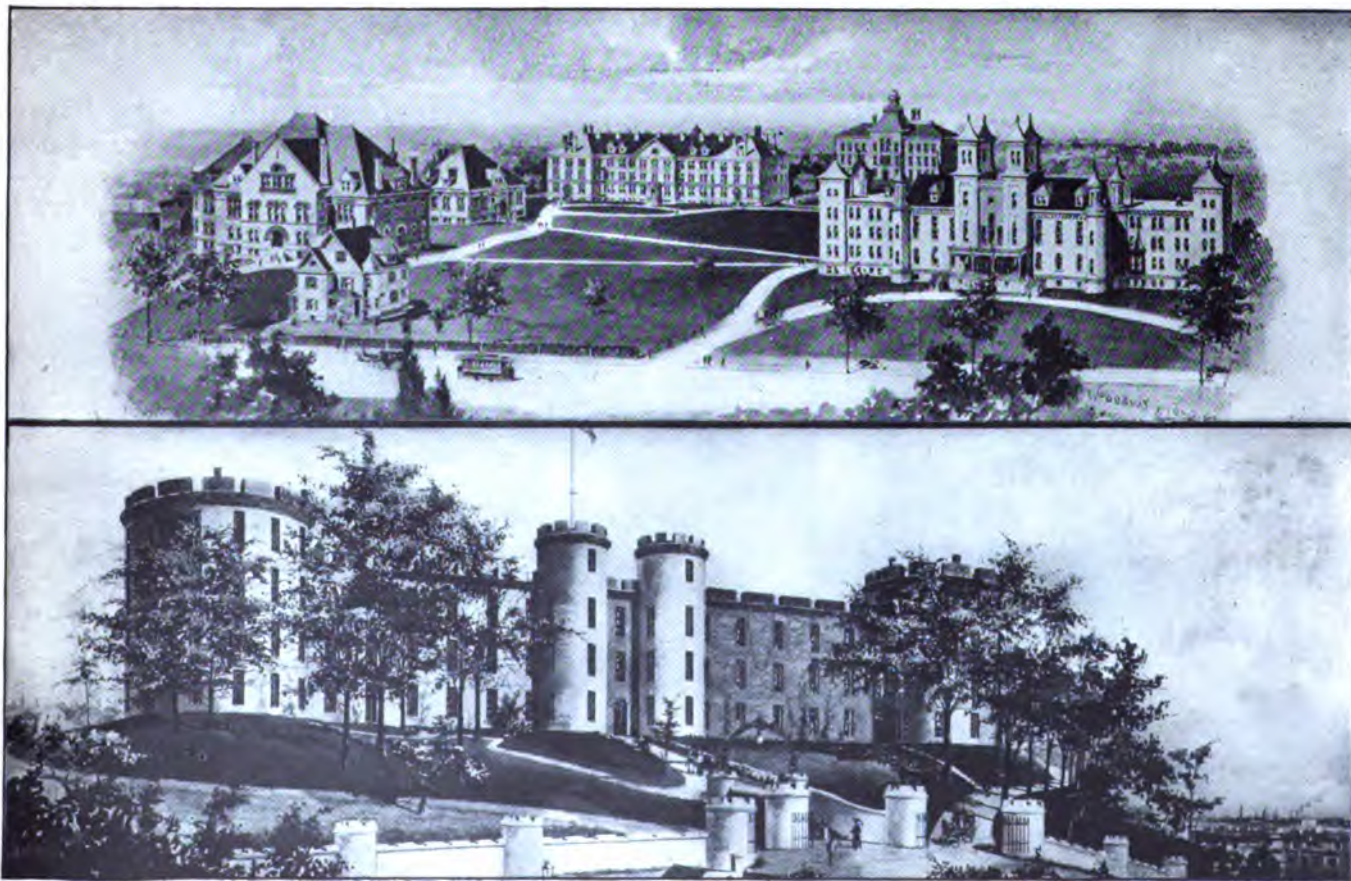


THE Y. M. C. A.  
SVEA GILLE.

CLUB HOUSES AT THE LAKE.  
THE TATASSIT.

THE FROHSINN.  
THE QUINSIGAMOND.





WORCESTER ACADEMY.  
THE OREAD INSTITUTE OF DOMESTIC SCIENCE,





IN THE SHOPPING CENTRE—THE PIONEER DRY GOODS HOUSE—BARNARD, SUMNER & PUTNAM CO.

# TROLLEY RIDES IN AND OUT OF WORCESTER



**EXECUTIVE OFFICERS OF THE CONSOLIDATED STREET  
RAILWAY COMPANY.**

When, only a few years ago, the horse-car began to disappear and the electric car, or in common parlance, the "trolley," took its place, few people imagined that it meant so much. It was a new and novel means of transportation,

with more speed, but no one thought how soon the "trolley" was to invade, and build up the suburbs, or extend to, and bring in close connection, the country towns. Again Worcester has proved to be the needed centre, and today, in addition to the well equipped lines in and about the city owned by the Consolidated Co., lines already completed, and others in process, radiate from the "Heart of the Commonwealth" like arteries, giving new life to the, in the past, almost inaccessible towns and villages not on steam railroads.

Today one can take a car at or near the city hall, and either directly, or by close connection over other lines, visit not only nearly every town in the county, but ride almost to Springfield on the west; to and away beyond Boston on the east; to Southbridge, and Whitinsville to the south; and to Mt. Wachusett and the state line on the north.

Most of these lines have an arrangement by which they come into the city over the Consolidated lines, and transfers are given to all parts of the city. These lines all add to the business of the city, and also furnish the means for some delightful outings or "trolley rides" through some of the most beautiful natural scenery to be found anywhere. One can board a car, and at a small outlay, get a pleasant ride of several miles about the city, and its suburbs, or can lengthen the trip out to a time and distance, measured only by his leisure, and supply of nickels.

The direct rides about the city, over the several lines of the Consolidated system, which have been extended, until now every part of the city is traversed to the suburbs, provide opportunity of seeing the many parks, public buildings and places of interest. All lines pass on their outward and inward trips the beautiful city hall, erected on the "Common"

at a cost of over \$700,000. This then would be the starting point for the stranger. and in the summer season the first trip should be to Lake Quinsigamond, the "Coney Island" of the city, and one of the most beautiful inland bodies of water to be found.

### **TO LAKE QUINSIGAMOND.**

The cars pass the Union Station and East Park on way, and also the extensive grounds and buildings of the Worcester Lunatic Asylum, a State institution, on the left as the lake is approached. Leaving the cars at Lincoln Park, which contains all kinds of amusements, including a summer theatre where free daily performances are given, one can find entertainment for the day. There are numerous club houses at different points about the lake, among them being those of the Washington's, Wapiti's, Tatassits', Frontenac, Frohsinn's, Svea Gille, and Quinsigamond's. Public bath houses are provided by the city, and the Y. M. C. A. has a fine place. All kinds of pleasure craft abound, from the frail bark canoe to the sturdy steamboat. A fine hotel at Quinsigamond park, at the lower end of the lake, has just been opened, and here on Sundays, which is the day when the crowds number away up in the thousands, "real shore dinners" are served. There are numerous quiet groves and places where small parties can picnic, and Lake park, one of the city systems, is a most beautiful natural park. No one visiting the city should fail to put in one day, or afternoon and evening, at the lake, for there can be seen all classes of citizens in the free enjoyment of nature, and one really dreads to return to the hot and dusty pavements after an outing there. Near the lake is the "Oval," the grounds where base ball games are played and college athletic sports held.

### **TO GRAFTON.**

Having taken the "lake ride," there are numerous beautiful trips remaining to be taken over the Consolidated, and the longest real suburban ride is from city hall to Grafton, a ride of about six miles. The cars take one out Grafton street, and at Grafton square, where the regular Grafton street line terminates, the cars continue on into the real country. The

tracks run at the side of the old highway, a beautiful road shaded much of the way, and passing the stirring little settlement of North Grafton, climbs the hill and ends at the common, right in the middle of the quiet old town of Grafton. On the route are passed the extensive grounds of the Country Club, where a rather exclusive set of young city gentlemen play golf, and ride horses. Since this line was opened several large farms on the edge of the city have been bought and developed by land companies, and the real rural aspect of the country will soon be changed.

### **T O TATNUCK, OR SALISBURY STREET.**

Another fine city and suburban ride combined is that to Tatnuck, and then back through the city out to the Forrest street end of the same line, on Salisbury street. Taking the Tatnuck car at city hall, the ride is entirely through Pleasant street, which is given over partly to business and to residences. Crossing Park avenue, the cars skirt the base of Newton Hill park and at Newton square separate from the June street line. A view down June street, now one of the handsomest residential streets in the city, can be obtained from the square. Continuing on, the car passes over the hill to the quiet suburban village, Tatnuck, three miles from the start. Near the terminus are the clubhouse and grounds of the Tatnuck Club, whose number includes the "smart set of Worcester's 400." For the return trip the car comes back over the same route to the city hall, and then passing down Main street, through Lincoln square, goes out Salisbury street, by the beautiful Institute park, the gift of Hon. Stephen Salisbury, across Park avenue again and by many elegant residences, the Highland Military Academy, and the birthplace of the great historian George Bancroft, to Forrest street. This is a charming ride, and one gets a glimpse of the suburbs at either end.

### **FROM BRITTAN SQUARE TO GATES LANE VIA NEW WORCESTER.**

If one wants to see the business section and Main street, the principal thoroughfare, a car can be taken at city hall for Brittan square, formerly Adams square, and make the

start from there for Gates Lane, a trip of over five miles. At Brittan square, or vicinity, were made the first actual settlements of the town, and remnants of some of the old original land holdings are still occupied by lineal descendants. The car starts for the journey, and passes through Lincoln street, a delightful avenue, to Lincoln square, where Main street begins. Here are seen the new county court house, a fine stone structure, costing over \$500,000, the American Antiquarian Society building, and within sight are the Art Museum, the State Armory, and Central Church, all fine structures. Through Main street the car passes fine stores for the sale of every kind of merchandise, and numerous fine blocks, notably, the State Mutual Building, Five Cent Savings Bank, Mechanics' Hall, City Hall, Knowles Block, and beyond Franklin square the Government Building and Post Office. Beyond this point are passed hotels, fine apartment buildings, costly private residences, churches, and an occasional block of necessary stores, until University park is reached on one side, and Clark University buildings on the other. Thence on down hill to New Worcester, or Webster square, and still continuing on Main street, past the two homes for Aged Men and Aged Women, to Gates lane, but still some distance from the city line. By this and the return trip one has passed through the city from north to south, and seen the principal retail and business sections of Main street.

### **TO ODD FELLOWS' HOME AND DODGE PARK.**

A much more varied trip than the last one may be made in a pleasant way by boarding a car at city hall for Odd Fellows' Home, passing out over Lincoln street to Brittan square, and then out Burncoat street to that institution, which is opposite Dodge park, both of which were largely endowed by Thomas H. Dodge, Esq., a retired professional gentleman of this city.

### **FROM GREENDALE TO QUINSIGAMOND.**

Leaving the car at Odd Fellows' Home, walk a short distance down the hill to Greendale, a suburban and rapidly

growing section. Here are several large manufacturing plants. Take a car here for a five-mile ride to Quinsigamond, and one passes on the way to the city the new Agricultural Fair grounds, and later, the immense "north" works of the American Steel & Wire Co., and other large manufacturing concerns. Up Main street to city hall, and then down through Front, Trumbull, Green and Millbury streets, the latter two very cosmopolitan in their business aspect, the car again passes the second large plant of the American Steel & Wire Co., or the "south" works. At the south works immense buildings have just been erected for making the steel used in the numerous products of the concern. One will find this particular trip quite varied, passing through several phases of city life, and withal, extremely interesting.

The principal interesting and long "trolley rides" have now been gone over, but there are numerous other short trips, over the city routes, each worthy of a trial. One might consolidate them in this manner.

### **TO ELM PARK.**

Take an Elm Park car at city hall, and ride to the terminus, the park, at Park avenue. Visit the park with its beautiful flowers, shrubbery, lakes and bridges; cross over to the "annex" and see the deer; then climb to the top of Newton Hill park, and get a magnificent view of the entire city, which will well repay the effort. If this can be taken in the early evening, and the view taken as the electric lights are turned on all over the city, it will not be regretted.

### **SOUTH WORCESTER.**

Now walk a short distance down Highland street, where a South Worcester car will be found, and ride into the city, passing en route the buildings of the Polytechnic Institute, and Institute park, Art Museum, etc., and get a transfer at city hall for Providence street. Arriving at the top of the hill, in front of the Worcester Academy, a fine view is obtained from the east side of the city. If the direct ride to South Worcester is preferred, one can enjoy a ride on the Consolidated's new track to the city line at Auburn, the line



SCENES ON THE WORCESTER AND WEBSTER STREET RAILWAY.  
FALLS ON FRENCH RIVER, OXFORD.

BIRTHPLACE OF CLARA BARTON, OF RED CROSS FAME.

just being completed from Stearn's Square through South-bridge street to that point.

### **GRANT SQUARE.**

Returning, take a transfer for Grant square, and the car takes one up among some beautiful residences at the north-east end of the city.

### **PARK AVENUE AND MAYWOOD STREET.**

Then returning to the city on this line, transfer to the Park avenue, or Maywood street lines, either one of which will take one through an entirely new part of the city. By these varied trips one can get a good idea of the extent and size of the city, its pleasant streets and homes, and also of many of the great industrial plants which have been the main strength in its wonderful growth.

## **✻ SUBURBAN RIDES ✻**

There are now five suburban trolley lines running into the city in addition to the Consolidated's Grafton line, and over these, and their connecting lines, one can visit almost any part of the country. Still other lines are under way, that, coming into the city, or by connections, will bring into close communication many other towns.

### **TO BOYLSTON AND CLINTON.**

The Worcester and Clinton line runs through Boylston to Clinton, and for several miles skirts the edge of the Wachusett reservoir now under construction by the Metropolitan Water Board. This stupendous piece of engineering, when completed, will make an enormous lake or reservoir, covering miles of land, where only a short time ago were peaceful villages, big manufacturing plants, productive farms, and woodlands. In places the water will be over 100 feet deep, and when completed and filled, will make a charming and interesting ride along its borders. The terminus of this line is in the centre of the thriving town of Clinton, which has just celebrated its fiftieth anniversary. Immediate connection, however, can be made with the Clinton & Leominster line, passing through the beautiful town of Lancaster, with its magnificent elms bordering the streets, to the busy town of Leominster, and from there on by still another line, to the city of Fitchburg. At this point one can take their

choice of several lines radiating to the more northern towns, such as Gardner, Westminster, and direct to Mt. Wachusett, the new state reservation, etc.

### **TO MARLBORO AND BOSTON.**

The Worcester & Marlboro line takes one out of the city over the Consolidated tracks as far as the lake, and crosses over the "causeway," continuing on through the centre of Shrewsbury, a beautiful town on top of the hills. In leaving Shrewsbury town, one passes the old General Artemus Ward, of Revolutionary fame, home, and then over a delightful road to Northboro in the valley. Here a branch line under the same system runs to Westboro, passing on the way the Lyman School, a state reformatory institution for young boys. The direct line continues on to the City of Marlboro, passing over a beautiful country. At Marlboro one can continue on via Framingham, Natick and the Newtons to Boston, and into the Subway, one of the most perfect pleasure trips imaginable, and passing many points of interest, and over magnificent roads. The trip to Boston over this route can be made in about four hours at a cost of only fifty cents. At Marlboro a branch line runs to Hudson, and at this town one can take still another line, the Hudson and Clinton, and return to Worcester, giving a round trip of nearly forty miles, through a pretty country.



## TO WEBSTER AND LAKE CHAUBUNAGUNGAMUG.

Southward from Worcester a line of electric cars runs by way of Auburn and Oxford to Webster, a trip which to the excursionist is full of never-failing charm. The passenger takes a car marked "Auburn, Oxford and Webster" in front of the City Hall in Worcester, and for fifteen minutes is whirled along through the populous section of Worcester until he comes to the base of College Hill. Here the car takes a turn to the left, and ascends the hill, on which is located a famous Catholic institution of learning, Holy Cross College. From the summit of the hill there is a view of wide extent and great variety of landscape. To the west, north and south, the view comprehends the country for miles, the city of Worcester, with its spires and tall buildings, is a picture worthy to behold with the glimpses through the trees of the homes and mills of New Worcester and Cherry Valley, and Leicester dimly seen between the hills. Through the wide chasm at the base of the hill may be seen a stream of rippling water, and the combination of trees, hills, villages and the city beyond make up one of the most picturesque of landscapes. Beautiful as is the scene by day, at night it loses nothing of its charm. The lights of the city gleam in the distance, and as the car runs along, the trees intercepting the view give the twinkling lights the appearance of a "swarm of fireflies tangled in a silver braid." Nor is the view a flitting one. For two and a half miles the car runs along this plateau, and the variations of scenery are of endless interest.

Ascending and descending the many hills, making a turn here and another there, the car runs along, passing through fertile meadows with little streams glistening through the shrubbery, coming cold and clear from the springs in the Massachusetts Hills. A half hour's ride out of the city the car passes Dunn's Pond on the right, and the railroad is crossed at Dunn's Crossing, where the new state highway which has been constructed at a cost of \$40,000 does away with the dangerous grade crossing.

The car enters the pretty little village of Auburn Centre, which is becoming a place of summer residence for the wealthy citizens of Worcester, and which is likely to soon

become a part of the city now growing so rapidly in that direction. The little hamlet contains much that is of pastoral charm, but the car leaves it behind to soon find its way to the splendid highway constructed by the state, and glides along the good roads with well-kept farms on either side. Abundant fruit trees and fields well watered by clear streams testify to the prosperity of the farming community in this part of the state.

From West Auburn the car runs through the ever-enchanting scenery, the passenger being one moment in a valley hedged in by trees, and in the next borne to the summit of a hill from which there are far-reaching views. Soon the car reaches North Oxford, the birthplace of Clara Barton of the Red Cross Society, whose name is known in every civilized country of the globe. Here the waters of French River are confined and made to turn the wheels of toil in the mills of this thriving New England village. Large boulders here and there appear in the water, and the dancing shadows on the rippling surface make a picture that is the never-failing delight of the artist and the amateur photographer. All through the ride the little brooks bear the traveler company, and there is no limit to the number of delightful bits of scenery which one may treasure up with a portable camera, one of the most charming being the Falls at North Oxford. Leaving the village behind, with its water wheels working away ceaselessly, Oxford Cemetery is passed on the right, and another pond is seen shining through the verdure. Passing the car house and power station of the street railway company, which is one of the finest equipped of the kind in New England, the car soon enters the pretty town of Oxford. This is the first town settled by the Huguenots in America, and a monument to their memory on the hill east of the village is one of the notable sights for the trolley excursionist. At the lower end of the town is a tablet marking the site of an Indian massacre in Colonial days, when King Philip disputed with the early settlers of the Massachusetts Colony. In Oxford the car runs through a highway 200 feet wide, with a row of gigantic elms, the branches of which overhang the quaint old houses of the town. The excursionist will delight in the fact that the attempt to keep the humming trolley out of this quaint old town resulted in failure.

and carries away delightful memories of one of the finest streets to be found in any of the New England villages. Passing the Town Hall on the right, and going by the old churches, the car soon runs into open farming country. Here the little stream again comes into view and wends its way along through the farms and pine groves, and as the car runs on, one may see, off to the right, the church spires of Webster. East Webster is soon reached, the Slater estate standing as one of the ancient landmarks, and then the car runs into the town of Webster itself. Here the end of the journey is reached, although recent plans have been made for an extension so that the tourist, after July, can go through Webster to Grosvenor Dale and Putnam, Conn. The distance from Worcester to Webster is eighteen miles, and the Webster terminus of the line in summer will be at Lake Chaubunagungamug. That is the Indian name, but most people will prefer the more modern designation of Beacon Park, which borders on the shores of the lake. Here will be found a variety of attractions apart from the natural beauties of the place, such as rowboats and the usual features of summer parks, while there are several steamboats plying on the lake from this point. The service on the electric line is of the best, the cars and equipment being of the most modern and improved type, and in the way of scenery nothing is lacking to please the trolley tourist.

### **TO MILLBURY AND THE BLACKSTONE VALLEY.**

The Millbury & Worcester line of the Suburban Company is one of the older lines, and its cars run to Millbury, a quiet manufacturing town seven miles to the south. The cars pass out of the city on their own tracks, and on Vernon street, on the left, are seen the numerous buildings of St. John's Parochial School, and the Convent of the Sisters of Notre Dame, and on the right the magnificent St. Vincent's

Hospital, and House of Providence, supported by the Catholics. At Quinsigamond the immense plant of the American Steel & Wire Co. is passed, and later, before crossing the city line, a view can be had of the extensive grounds used by the city in purifying the entire sewage before it is passed to its final outlet, the Blackstone River.

At Millbury town the Blackstone Valley line connects, and continues from here, down through the mill towns and villages bordering the Blackstone River, to Northbridge, and is also about completed to Whitinsville. A projected line will continue on to Uxbridge, and one is also talked of as a continuation from Millbury to Sutton.

### **TO LEICESTER AND SPENCER.**

The first suburban line built out of Worcester was the Leicester & Spencer, and this and the Millbury line are now run under the "Suburban" system. The direct line runs from the city through the beautiful hill town, Leicester, to Spencer, and was for some time the longest electric road in the country. The ride is a pleasant one, passing out of the city over its own tracks, through New Worcester, up over the Leicester hills, and then to Spencer along the state highway. At Spencer direct communication is made with the Warren, Brookfield & Spencer line, and the cars carry one on through East Brookfield, Brookfield, and West Brookfield, to Warren, a distance of over twenty miles from Worcester. At East Brookfield a branch line runs to North Brookfield. The entire ride from Worcester to Warren is through a beautiful part of the rural district, and while passing no especial places of interest, furnishes a pleasure trip that should not be missed. There are good hotels at all the towns, and one can travel with much comfort. It is anticipated that before long, connections will be made with Ware, and thence on to Palmer and Ludlow, where the direct lines of the Springfield system will be met.

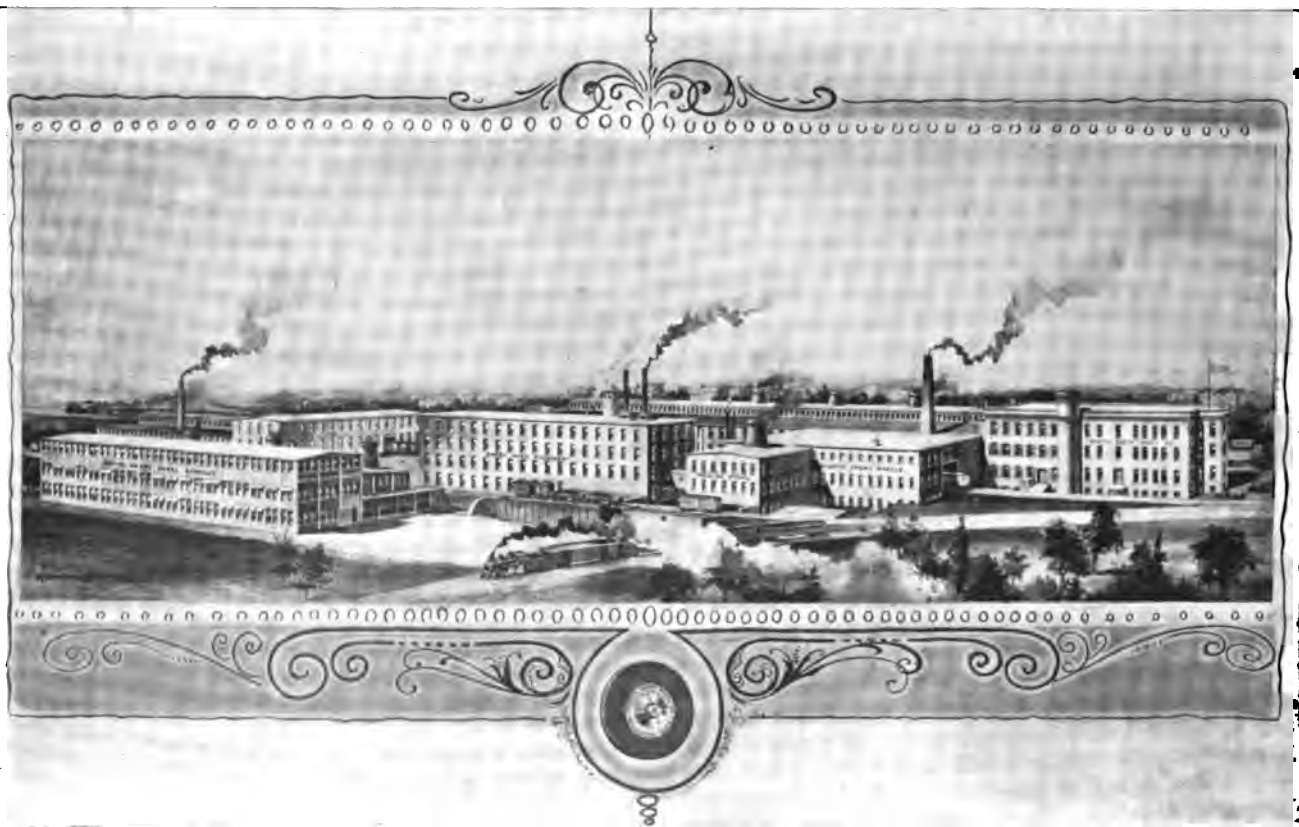
### **VIEWS OF WORCESTER INDUSTRIES.**

Thousands of the citizens of Worcester have spent important parts of their lives in the great manufactories of the city, have been proud of their handiwork, the products of these hives of industry, while fortunes have been accumulated in their

management. These concerns have been the foundation of the city's growth and prosperity. Therefore, the views of the great manufactories here presented are especially interesting in connection with other scenes which are characteristic of Worcester.



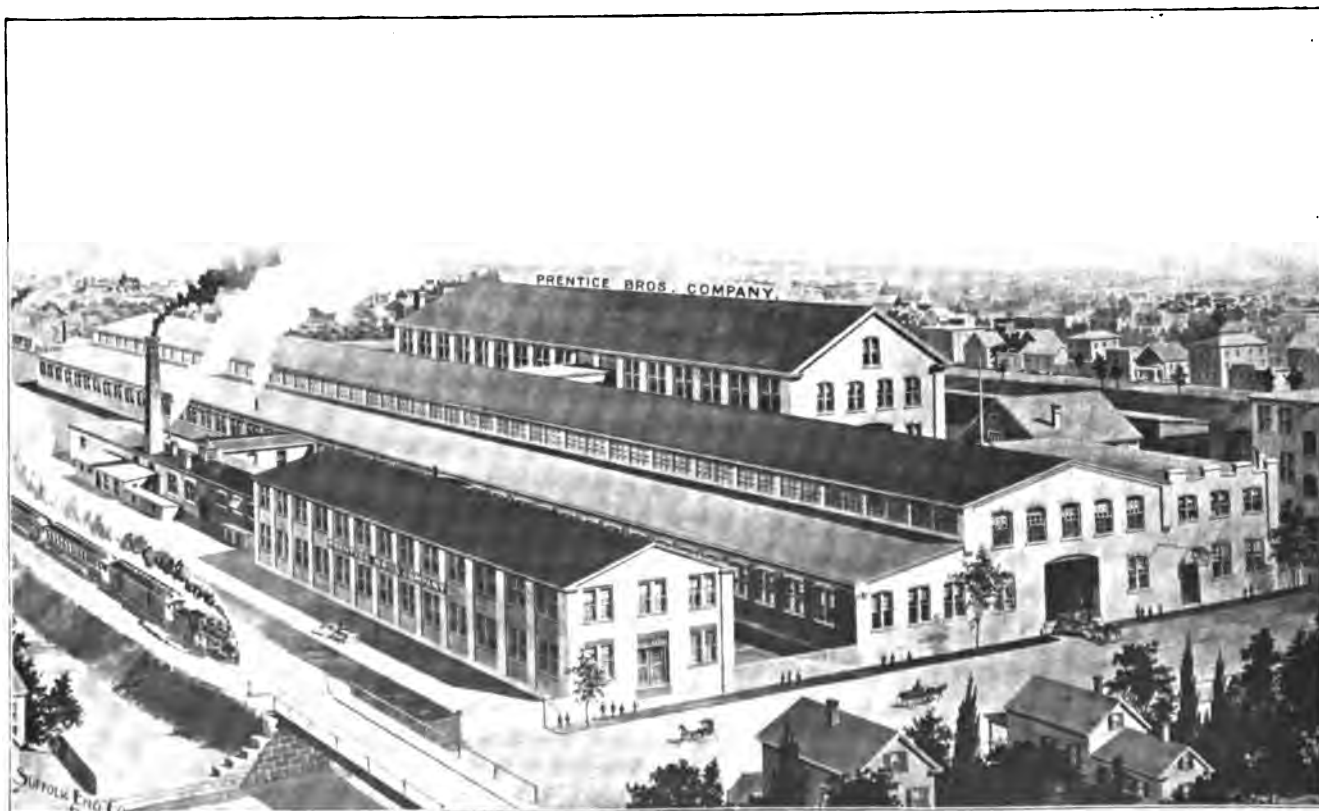
G. W. GLAFLIN & COMPANY.



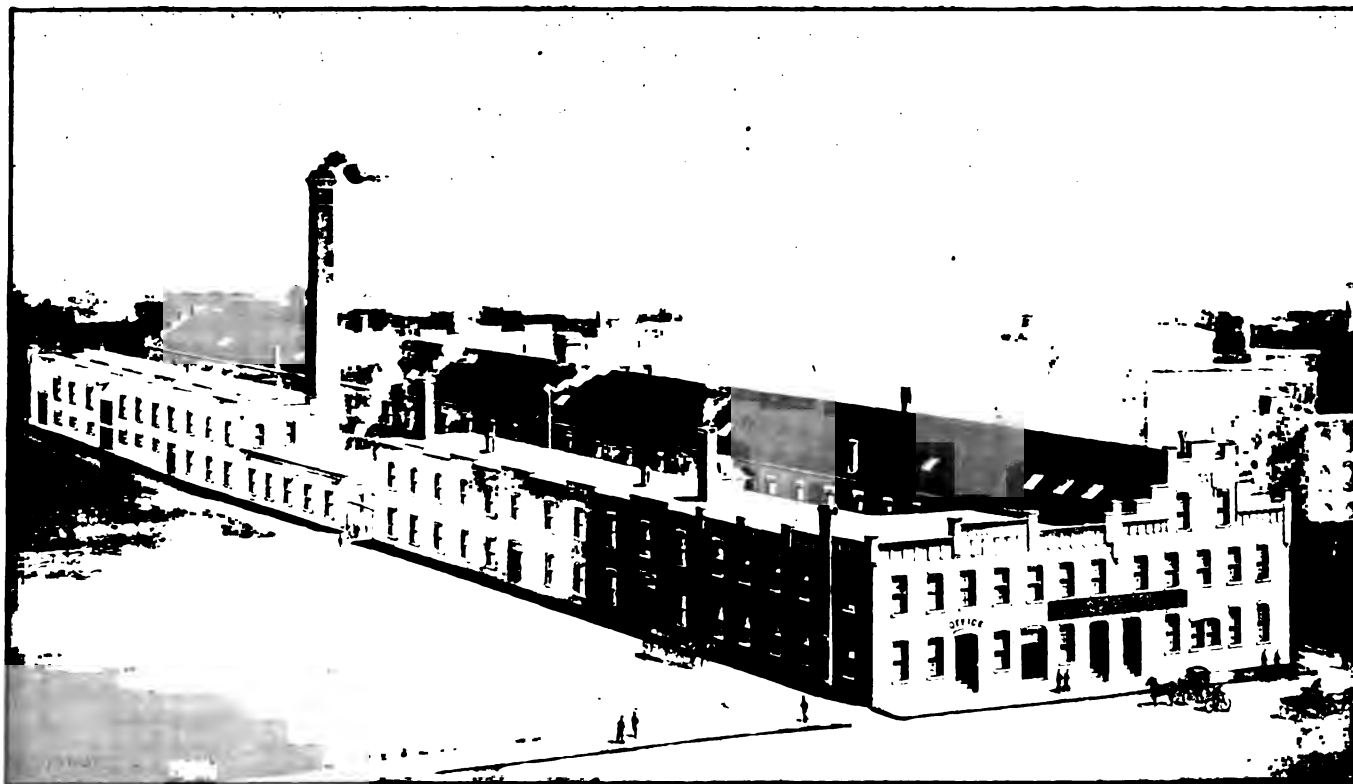
NORTON EMERY WHEEL COMPANY.  
Manufacturers of Norton Emery and Corundum Wheels, Emery Wheel Machinery and Specialties.



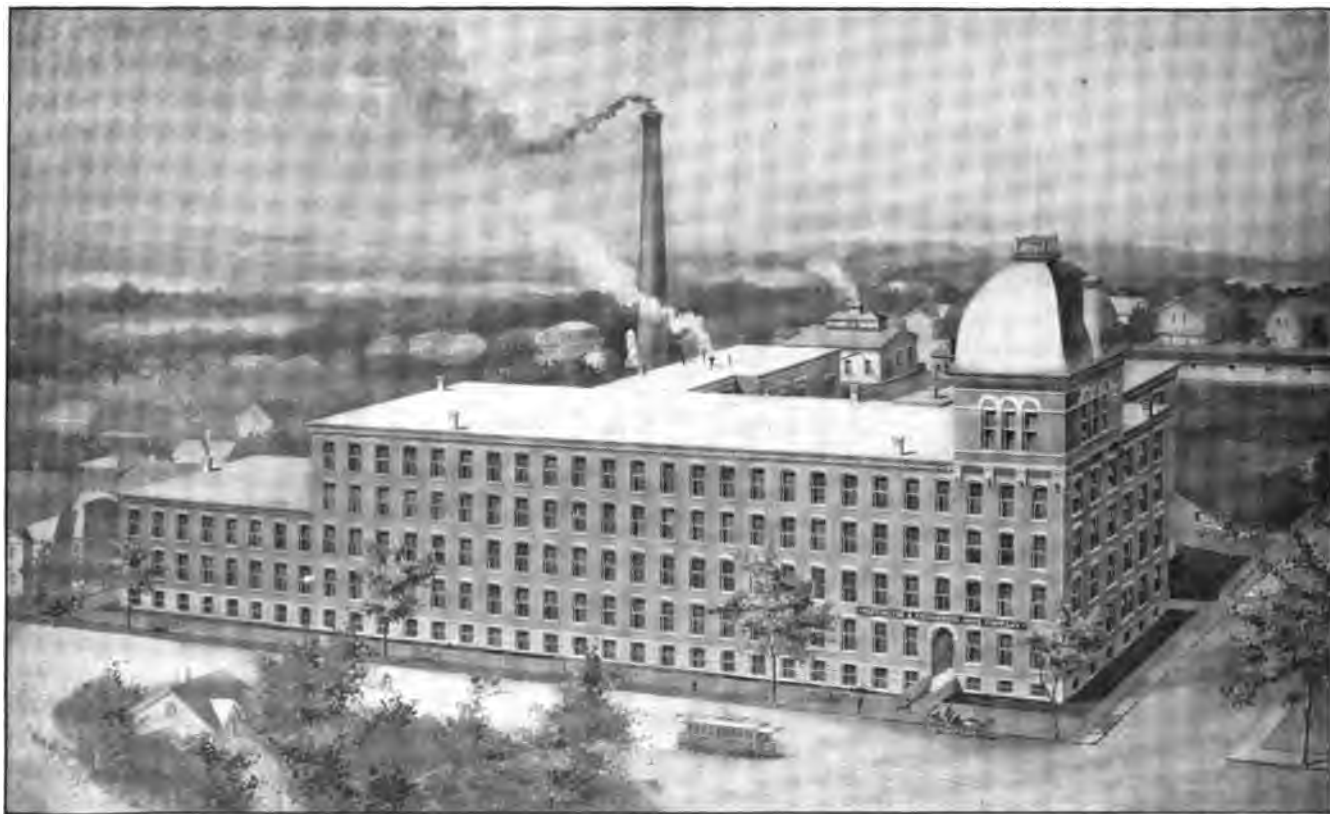
CROMPTON & KNOWLES LOOM WORKS.



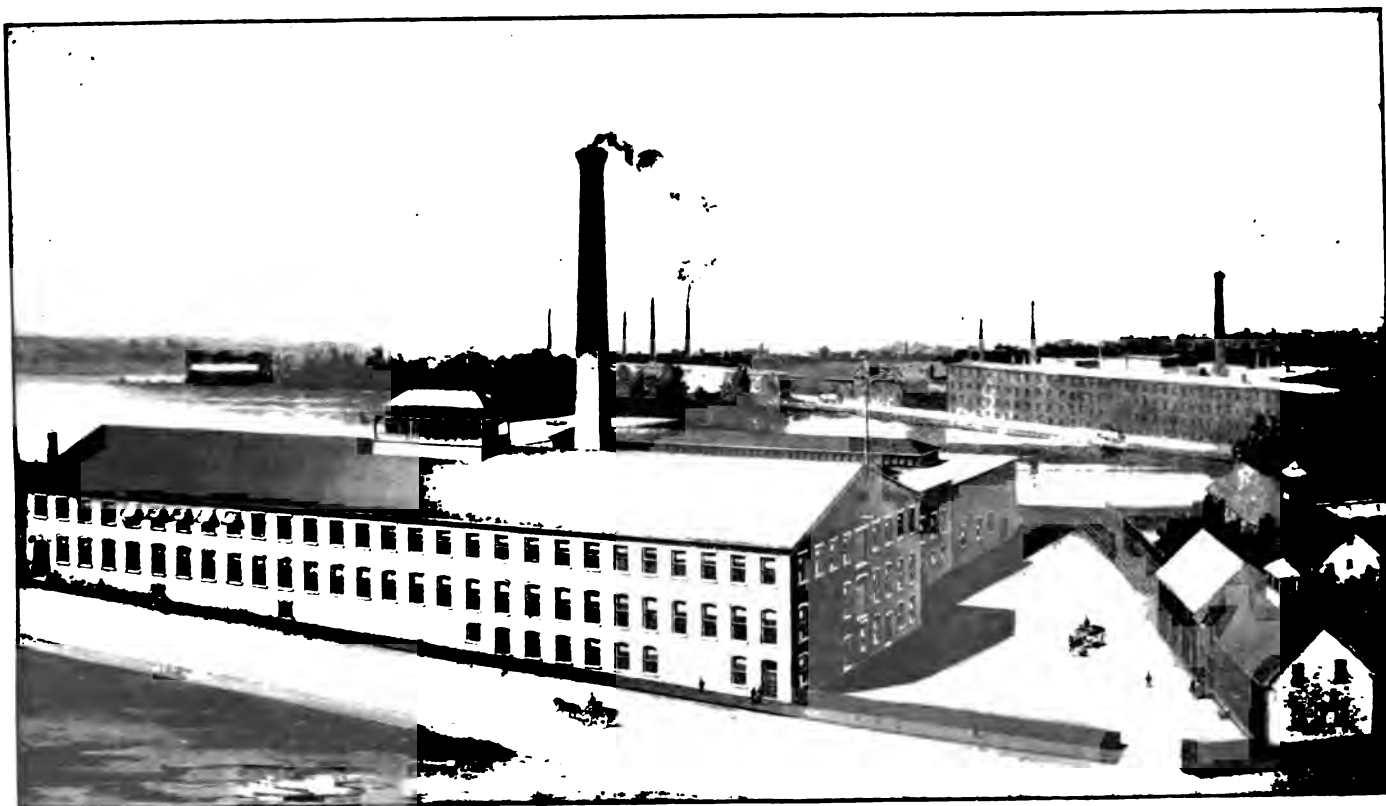
PRENTICE BROS. COMPANY,  
Builders of Drilling Machines and Engine Lathes.



WORCESTER MACHINE SCREW CO., STANDARD SCREW CO. SUCCESSOR.



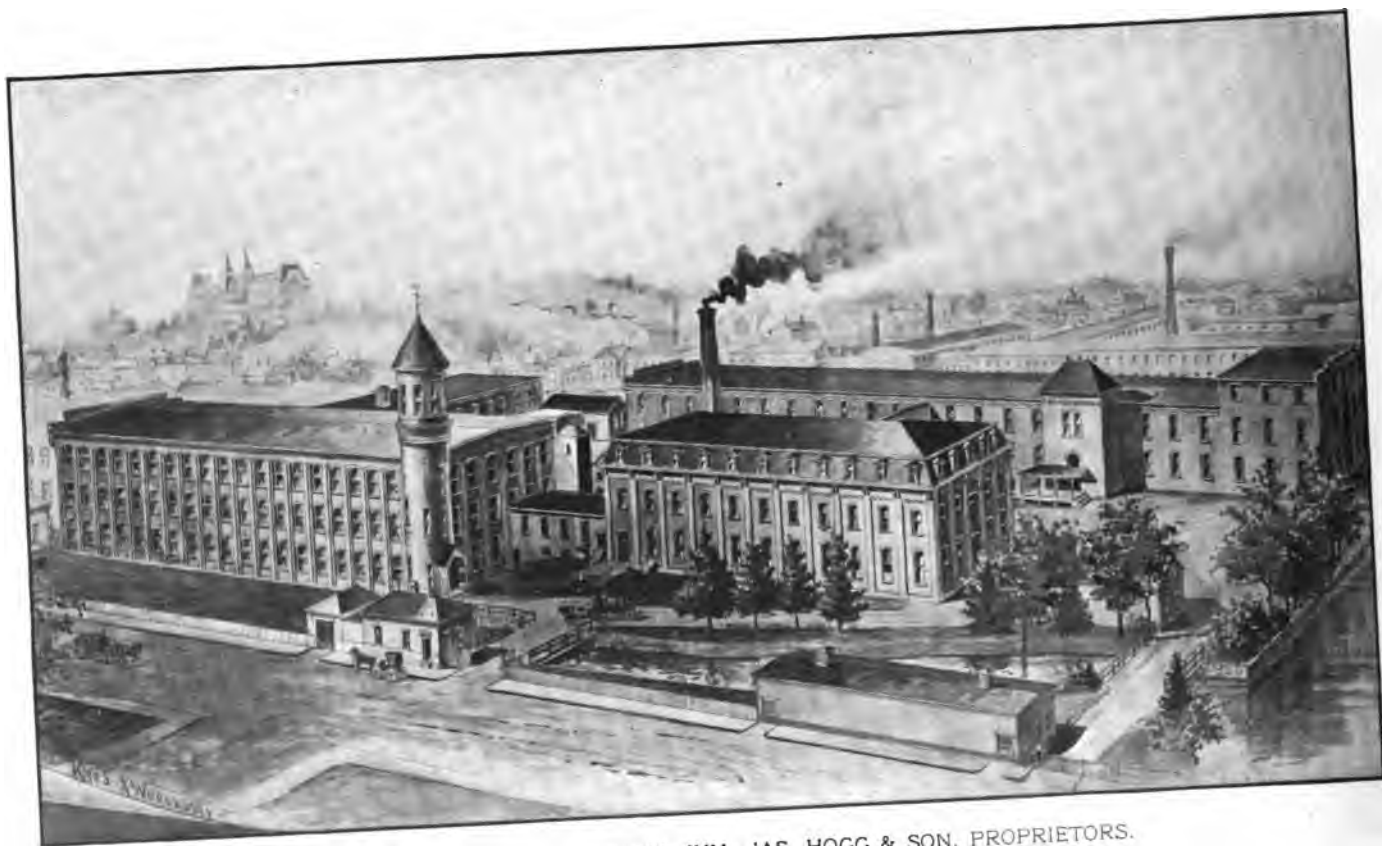
HARRINGTON & RICHARDSON ARMS COMPANY,  
Manufacturers of Fire Arms.



WORCESTER ELECTRIC LIGHT COMPANY.



F. E. REED COMPANY.  
Manufacturers of Machine Tools.



WORCESTER CARPET COMPANY—WM. JAS. HOGG & SON, PROPRIETORS.



RICE, BARTON & FALES MACHINE AND IRON COMPANY.  
Manufacturers of Paper Mill Machinery.



Mechanic Street

GEORGE F. BLAKE, JR., & CO.,  
Iron, Steel and Metal.

Foster Street.



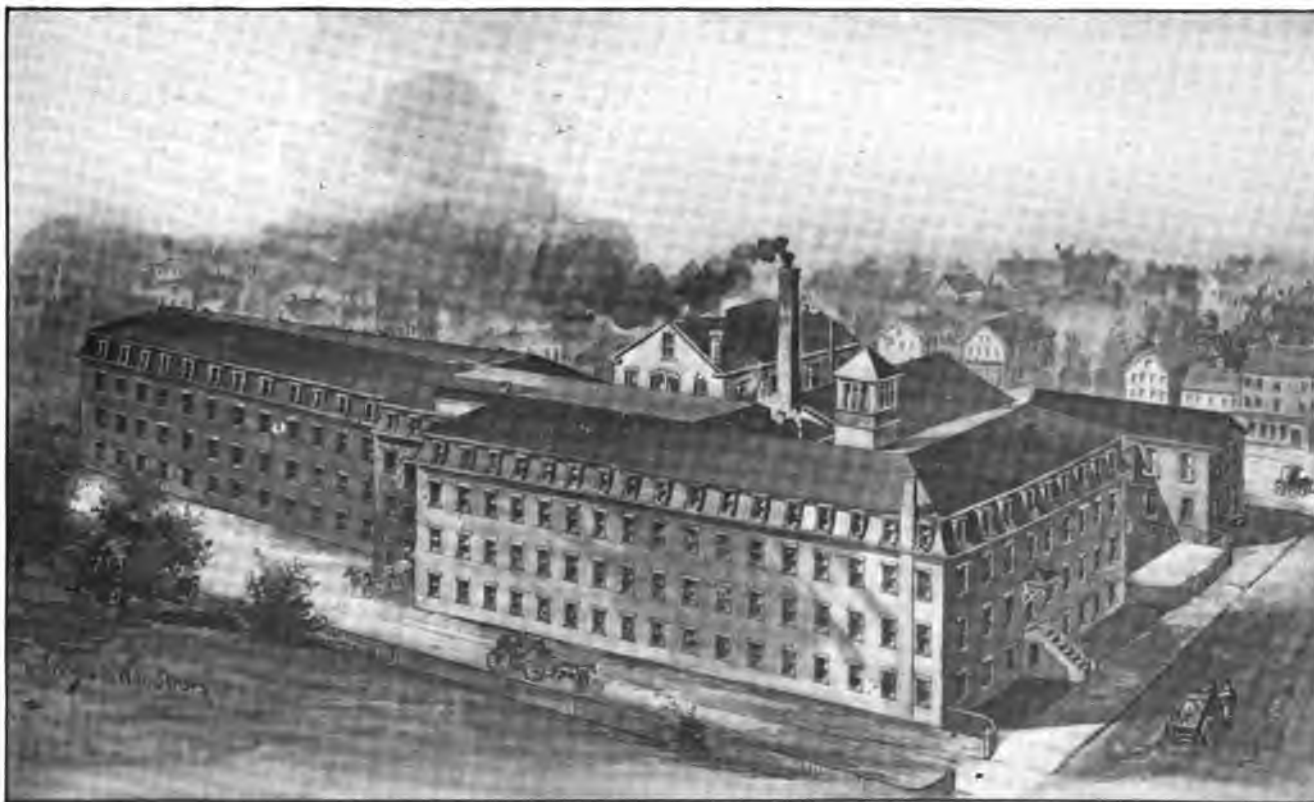
THE STEWART BOILER WORKS.



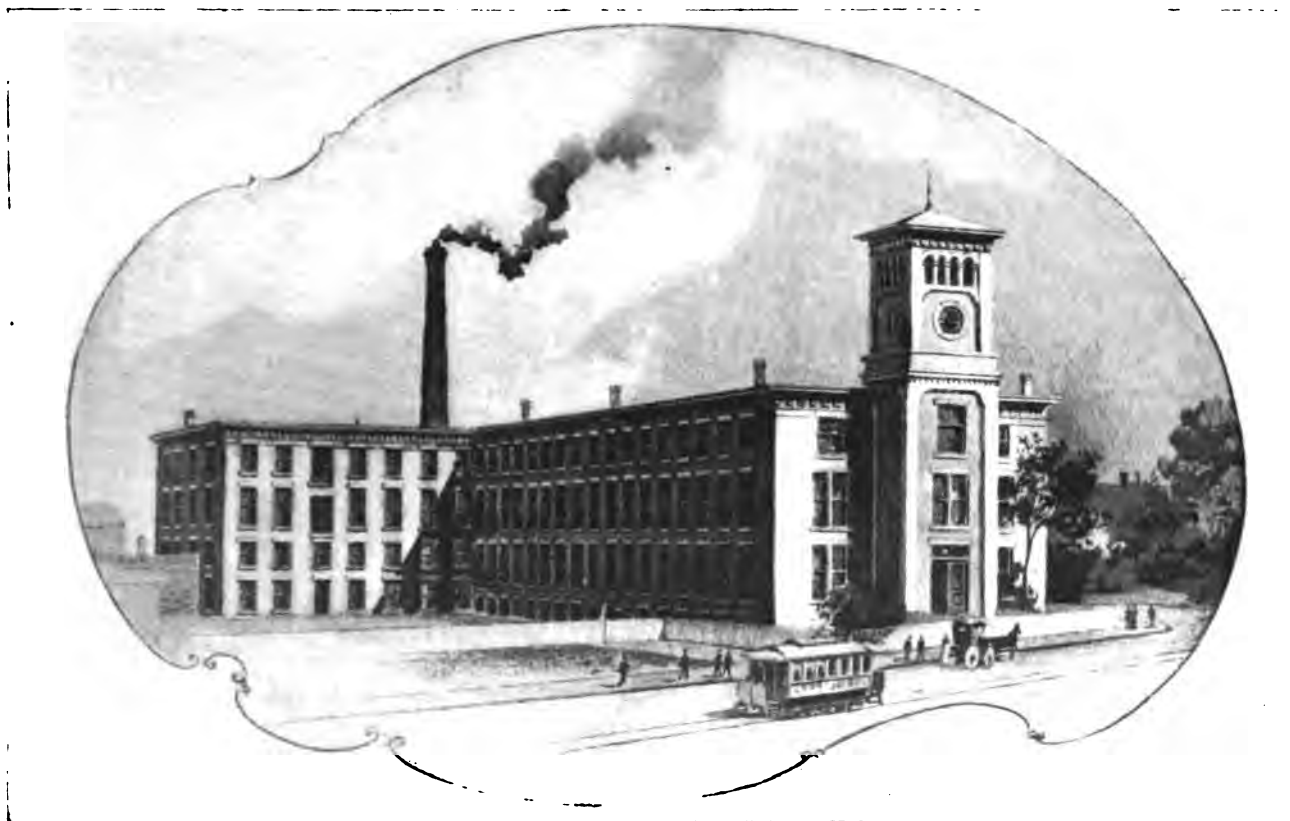
1—Weaving Factories at Worcester.

2—Wire Mills at Palmer.

**WRIGHT & COLTON WIRE CLOTH COMPANY,**  
Manufacturers of Wire, Wire Cloth, Netting, Wood Screws and Staples.



HAMMOND REED COMPANY,  
Manufacturers of Organ Reeds, Reed Boards, Octave Couplers, Fan Tremolas, Organ Keys and other Organ Materials.



AMERICAN CARD CLOTHING COMPANY,  
Worcester Branch ( T. K. Earle Factory.)